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10	do	1000	10,000
20	do	500	10,000
100	do	200	20,000
300	do	100	30,000
500	do	50	25,000
1000	do	25	25,000
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Miramichi Advance.

CHATHAM, - - - SEPTEMBER 18, 1884.

The Bad Man of York.

Poor Mr. Temple, M. P. for York, has fallen under the ban of the *Advocate*, and is forthwith to be read out of the great Liberal-Conservative party, whose headquarters and almost exclusive field is the end of the Newcastle Public Wharf. The head and front of his offending is the report that he is opposed to what a good many people consider a waste of public money in building the proposed bit of railway from the I. C. R. to Indiantown alongside of that much of the Miramichi Valley line. This gentleman, representing the County equally interested with Northumberland in the Valley Road, is guilty of "ill-mannered interference which says very little for his political spirit or manly independence" and he lays himself open to the charge of "working in an underhand and contemptible manner," etc., simply because he does not choose to forget the public interest, and the direct interests of two counties and fall prostrate before a handful of gentlemen who are scarcely known beyond the parishes in which they live, but, in their amusing egotism, imagine they are political kings, railway princes and monarchs, generally, of all they survey. While Mr. Temple was a negative element in the railway matter—watching the signs of the times and informing himself, no doubt, in reference to the merits of the question and the actual weight of the gentlemen in whose interest he is now so blatantly and coarsely assailed—he was one of the *Advocate's* political saints, but, now, that paper comes out and says it has reason to believe that he secured his election in York by bribery. This declaration of the Indiantown branch of the great Liberal Conservative party will be received with one of the broadest kind of smiles by the small portion of the "party" at Ottawa and throughout the rest of the Dominion and there will, perhaps, be a delegation sent to headquarters of the party (up stairs, end of public wharf) in order that the evidence of Mr. Temple being such a bad man may be secured and fyled away, as a new class of record connected with Canadian politics. The bad, bad man, to go and shock dear, good Sir John and Sir Charles and Mr. Mitchell and Mr. Call and Mr. Whitney and the rest of the Sunday School class by bribery and corruption!

Have We a Representative?

It must be a gratifying spectacle to our Miramichi boiler-makers to find the Dominion Government sending iron buoys from abroad to the Miramichi, when such work can be done both as well and as cheaply here. Not a great while ago we heard of our representative in the Commons tickling the expectations of our waggon and harness makers with prospective contracts for prairie waggons and sets of harness by the great gross, as if there ever was the ghost of a chance for such work being secured to us. These buoys, however, ought to have been made here and there is not the slightest doubt that if Mr. Mitchell had been looking after the interests he is supposed to represent, or if he cared a fig for his supporters here, this imported work would not be shoved under their noses as it is.

The Bridge at Derby.

The *Advocate* says,—

"When the greatest struggle was going on to defeat the Branch, a good deal was said about building a certain bridge in the vicinity of Derby to accommodate the people of that parish. We heard very little about the bridge after the Branch was looked upon as a certainty, leaving the public to draw the inference that it was another dodge resorted to for the purpose of inducing the Government to abandon the Branch. Without such a bridge *the line across the river will not serve the Derby interests.*"

When the friends of the Valley Railway first proposed a bridge at Derby to connect with that line the "Branch" was not proposed, even if it was thought of. The whole pull, then, was the grab by the opponents of the Company to defeat the whole project. At that time a Dominion Act of Parliament provided a subsidy for the Valley Railway to be given to the Northern and Western Railway Company. Now, when Mr. Mitchell has had the subsidy taken from the Company and induced the Government to undertake an opposition road, to take Derby trade from the main line, is it to be wondered at that the Company are using their means to build their road, leaving the bridge matter in abeyance, meantime. The *Advocate* and its straw railway men will understand, by and bye, that the Company is a practical working organization. It builds its road without the fuss and feathers and ostentation which is, and always has been, the chief stock-in-trade of the great railway princes who inspire the shiretown paper. In good time there may be a railway bridge at Derby. Mr. Mitchell was asked to cooperate with the Company when the proposed bridge was an essential feature of their programme. He was, however, in the hands of those who have always coached him since he became a non-resident and he took such steps as he hoped would defeat both the Company and the bridge. He succeeded—so far as the bridge is at present concerned—but he made a great miss of it as regards the Company. Had Mr. Mitchell been better advised and had his straw railway men in Newcastle been able to see beyond their noses the Railway Bridge at Derby would, in all probability, be now under construction. The level-headed men of Derby know this and they also know just who the gentlemen are on whom the responsibility of defeating the bridge rests. A railway bridge at Derby means increased accommodation by connection with the main line, the creation of constant employment for men and teams and increased facilities for communication with other parts of the County. But that is just what certain gentlemen don't want and the people interested are beginning to find it out. The less the *Advocate* says, therefore, about the Derby Bridge the wiser it will appear in the interests of its friends.

The Liverpool Wood Market.

Messrs. Farnworth and Jardine's Liverpool Timber Trade Circular of 1st inst. says:—

"The arrivals from British North America during the past month have been 45 vessels, 36,057 tons, against 103 vessels, 77,930 tons, during the corresponding month last year, and the aggregate tonnage to this date from all places in the years 1882, 1883, 1884 has been 248,458, 252,366, and 257,866 tons respectively.

"The import during the month has been moderate, and with a fair consumption, stocks, although still too heavy, are, with a few exceptions, in a more satisfactory condition; the present low prices, however, are with difficulty maintained, and only continued moderate supplies will prevent a further reduction in values.

"The import of Canadian Woods has been rather under the average, and consumption, chiefly of Waney Pine, has been fair. Square Pine is little enquired for, there is no change in value, and the stocks of all classes of Pine are too heavy. Red Pine has been imported very moderately, but there is little enquiry, and the stock is ample. Elm has again been in good demand, at slightly improving prices, and the stock is moderate. Ash has been in poor demand at declining prices, and the stock is excessive. Oak: there has been more enquiry and a fair contumption, but prices are rather easier, and the stock is sufficient. Of Oak Planks the import still continues too heavy, and although the deliveries have been very large the stock is excessive, and the present low prices are with difficulty maintained. Pine Deals: the import has been light, and with a fair demand prices are firm, but the stock, chiefly 3rd and 4th quality, is ample. Staves are in poor demand, and prices are very low.

"The import of New Brunswick and Nova Scotia Spruce and Pine Deals during the month has been moderate, and although the consumption has continued fair, it has been very difficult to maintain even the present very low prices; the stock is too heavy, but all accounts from abroad point to a much reduced supply of this article for the remainder of the season. Lower Port Pine Deals are seldom enquired for and have been imported very moderately of late. Birch has been in fair demand, the stock is moderate and prices are steady."

Far Fetched.

Will the *Advocate* let its readers have its ideas of the lumber operations on the Northwest that are to have their supplies conveyed to them by the Indiantown Branch? If we are not mistaken the supplies for the Northwest are and always will be carried by steamers in Summer, and hauled by the highways in Winter. If they are to go by rail to be portaged to the camps across the country, Blackville will be found a much nigher distributing point than Indiantown. Does not the *Advocate* know it is publishing arrant humbug when it discusses the carriage of Northwest lumber supplies by the proposed Branch in preference to the Valley line?

Another Sign.

The spirit of compromise prevailing at Ottawa, and which is gradually weakening public confidence in Confederation as a means of consolidating the British North American Provinces, is again illustrated in the comparatively small matter of appointing a successor to the late chief Parliamentary Librarian, Tod. The leading candidates for the position were M. J. Griffin of the *Mail*, Sam'l E. Dawson and a Mr. Decelles. The friends of these gentlemen have urged their respective claims in all available ways and it seems to have been decided that Mr. Griffin, at least, must give way. Mr. Decelles, however, being a Frenchman and Mr. Dawson of English origin the "separate nationality" spirit is evoked and we are told that the office is to be divided, the one to have charge of the French and the other of the English works in the Library. This arrangement will involve two salaries instead of one, as formerly, and undoubtedly, a less efficient service. Either of the gentlemen named as candidates would, doubtless, perform the duties of Chief Librarian sufficiently well and the Government ought to have backbone enough to appoint either the Englishman or Frenchman to the office. To appoint both and establish the precedent of dividing up the duties of such an office shows how weak a bond holds the Government together. It would be better for Sir John and Sir Hector to toss cents or throw dice over the matter than present to the people such a specimen of their "tug of war."

The "Advocate Loses Its Head."

"Mr. Snowball and others on the Chatham side of the river are doing their utmost to kill the Branch."

It is very hard to please some people, and much harder to reconcile others to existing facts. Here is the *Advocate* representing Mr. Snowball as doing his utmost to kill the Branch, when the *Sun*—the paper which is the *Advocate's* mentor in almost all other matters—had the following from its Ottawa correspondent the day before the *Advocate* appeared,—

"J. B. Snowball is here about his contract. He expresses his ability to carry out all his pledges to the very letter."

The "pledges" referred to are Mr. Snowball's tender for building the proposed Branch, which he has gone to Ottawa to make good in the shape of a contract. We may say to the *Advocate* that when Mr. Snowball has made the contract with the Government he will not be bargaining to sell it out to an American Company as the late bogus Valley Railway combination were arranging to do a year or two ago, but he will build it in the same thorough and businesslike way as the Company of which he is a leading member, is building the railway on this side of the river. The *Advocate* ought to know enough to get out of the way of *bona fide* railway men. Its occupation as a hack for straw railway men has unfitted it for dealing with the genuine article. It reminds us of the young crow that is all noise, and wings and mouth and it is fair to assume that people think about as much of the crow's noise as of our contemporary's chattering. As for Mr. Snowball's Chatham friends they have always told the "straw" men that if they were not too eager and ill-mannered the Chatham people would build the Branch for them. This does not look like trying to kill the Branch and, as a matter of fact, we know that Mr. Snowball is fully prepared to make good his tender and go on with the work. Everybody knows the Branch cannot be finished by the last of May next, but it will be done as quickly by Mr. Snowball as possible, provided no unforseen obstacle should present itself.

Distinguished Visitors.

Hon. A. G. Blair, Attorney General, has been spending a few days on the Miramichi since the opening of the Circuit Court. The temporary adjournment of the Court presented an opportunity for him to visit the Valley Railway works which he did on Monday, accompanied by Hon. T. F. Gillespie and John Burchill, M. P. P., E. Hutchison, Esq., and others. The party went up river as far as Cushman's in Mr. Ruddock's little steamer, *Ida*, and were brought back to Chatham from Barnaby River by rail. The new Railway bridge at Barnaby is so far advanced as to enable the contractors to promise to have the rails on it and tracklaying in progress on the other side in less than three weeks. Mr. Blair was pleased and satisfied with the evidences of good and rapid work which he saw along the line.

On Tuesday he was accompanied down river by some twenty gentlemen of Chatham, going on the *St. Andrew* as far as Neguac. It was the intention of the party to go down one side of the river as far as Tabusintac and up the other from Escuminac, calling at the principal trade-centres, but the bad weather prevented the programme from being fully carried out. An enjoyable time was spent, nevertheless.

The Atty. General who was the guest of E. Hutchison, Esq., for several days, left for St. John on Tuesday night.

The British Empire.

[Concluded from last week.]

Following is the concluding portion of the address of Sir Sir Richard temple, Baronet, G. S. S. I., C. I. E., D. C. L., L. L. D., F. R. G. S., President of the Economic Science and Statistics Section of the British Association.

The total trade of the British Empire cannot be exhibited statistically because the component parts of the empire are separated by oceans. Consequently, much of the trade is between these parts, and it would be meaningless to sum up the several items into one grand total.

Still it is well to summarise the separate items, each of which is a mighty factor in the prosperity of the empire. As is well known, then, the United Kingdom in 1882 exported 241 millions sterling worth of British produce with 65 millions worth of foreign and colonial produce, and imported 413 millions; the total value of the trade being thus 719 millions sterling. The ocean-borne trade of India is valued at 143 millions sterling annually, that of the Colonies and Dependencies amounts to 302 millions; truly an astonishing amount in comparison with their population.

If the aliquot parts of the trade of the principal nations be computed, then about one-fifth, or 21 per cent. of the whole, belongs to the United Kingdom, and 13 per cent. to the Colonies and Dependencies. Thus 34 per cent., or one-third of the world's commerce, pertains to the British Empire.

The ratio of seaborne commerce per inhabitant yearly is 20*l.* in the United Kingdom, 31*l.* in Australia, 9*l.* in Canada, and 6*l.* in the United States. In Europe the British ratio is exceeded in Holland and equalled by Belgium, but in other European countries the ratio is far less.

In respect to banking, the United Kingdom is known to be the busiest on earth, and transacts one-third of the business of the world. The total of capital and deposits used in the banking of all nations amounts to 2,508 millions sterling, of which no less than 965 millions belong to the British Empire, representing a proportion of 39 per cent. But there is a considerable amount of capital employed by the native bankers of India, amounting to many millions sterling, of which the sum cannot be precisely stated. On the whole it seems that considerably more than one-third of the banking business of the world is done within the British Empire. The same proportion is shown by the sum total of capital and deposits of the banks. From this it follows that the average per inhabitant in the United Kingdom is 25*l.*, the average for the Continent of Europe being 4*l.*, and that of the United States being 10*l.* The only country to be compared with the United Kingdom is Australia, where the average is 30*l.*

The manufactures of the United Kingdom are valued at 818 millions sterling annually. Those of the Colonies are estimated at 59 millions. The value of the Indian manufactures cannot be stated, but must be large. The significance of this will be understood from the fact that a similar total for the rest of Europe gives 2,600 millions. In general terms it may be stated that British manufactures form one-third of those for all Europe put together. The great competitor is of course the United States, where the value appears to exceed that of the United Kingdom. The American manufactures are indeed wonderful, not only in their present magnitude, but in the rapidity of their progress, and in the prospect of their extension. Still it is difficult to institute a precise comparison, because some items are included in their total which are not reckoned in the United Kingdom.

Another test is that of factory steam power; this power in the world is represented by 7½ millions of horse-power. Of that total, 2½ millions, or about 30 per cent, are British.

Again, it has been computed that if the main elements of national industry be taken together, namely, commerce, manufactures, mining, agriculture, carrying trade, and banking the total, 2,000 millions sterling and upwards annually, is about the same for the United Kingdom and the United States, But the United States are advancing the fastest, and are already passing ahead. Their population, however—55 millions of souls—is greater by 19 millions than the British 36 millions. The aggregate of industries shows an average of 51*l.* per head in the United Kingdom, against 42*l* in the United States. The fact, then, that the United Kingdom, despite desparity of population, is still able to do nearly as much as its giant offspring, affords striking proof of sustained vitality in the mother country.

It is inferable from this computation that the average of earnings per head in the United Kingdom is 35*l.* 4*s.*, and exceeds that in the United States (27*l.* 4*s.*) and that in Canada (26*l.* 18*s.*) But it is actually exceeded by the average in Australia, which reaches apparently the amount of 43*l.* 4*s.* per head and is the highest in the world. Still the rate of earnings in the new countries founded by the Anglo-Saxon race approximates to that of the mother laud, but the average rate for the Continent of Europe is only 18*l.* 1*s.* In other words, the British rate is more than double. France is the only large European country which at all approaches the United Kingdom in this respect, and together with France may be classed the little countries of Belgium, Holland and Denmark.

It follows from these facts that the wealth of United Kingdom in land, cattle, railways, and public works, houses and furniture, merchandise, bullion, shipping, and sundries, valued at 8,720 millions sterling, exceeds that of any European State, and is just double that of Russia. But it is exceeded by the corresponding figure for the United States, namely, 9,495 millions sterling.

For the British Empire, however, must be added 1,240 millions for Canada and Australia, precisely computed on similar terms; and at least 2,500 millions for India, and other dependencies which cannot be precisely computed, and which may be below the reality. Thus the wealth of the British Empire apparently stands at the truly grand total of 12,460 millions sterling; which justifies the old expression that this empire is the richest State on the face of the earth.

But the preponderance in this respect is not nearly so great as might be expected from the numbers of the population. The cause is this, that in one large section, India, the earnings and the value of labor are very much less than in Europe and North America.

The 8,720 millions of British wealth represent a sum seven times the annual income, namely, 1,247 millions, which seems to be a fair calculation. According to this the British people earn 14 per cent on their capital, which rate is about the same as that of the United States. It exceeds the corresponding ratio on the continent of Europe. But it is considerably surpassed by the ratios in Canada and Australia—18 and 22 per cent. respectively.

The construction of public works is a test of national progress; those works which may here be selected for mention are railways, electric telegraphs and canals.

For the British Empire there are 38,000 miles of railway open, of which 18,000 miles are in the United Kingdom, and 20,000 miles in India and the Colonies. For the area and population of the empire this figure is not remarkable, inasmuch as in the world there are about 260,000 miles, of which the British Empire has only one-sixth. It is an astonishing fact that in the United States alone there are nearly 115,000 miles, more than double and nearly three times the mileage of the whole British Empire.

The extent of railways in proportion to population is larger in the United Kingdom than in any other part of Europe, but is much smaller than in the Colonies and in the United States. While there are 520 miles to every million of inhabitants in the United Kingdom, there are 1,920 in Australia, and 1,780 in Canada; but even the colonial proportion is overtopped in the United States, where the corresponding number is 2,106. But if the test of the value of railways be the amount of work done by them in proportion to their mileage, then in this respect no railways in the world equal the British. The average earnings per mile of a railway in the States is 1,440*l.* In India the average of earnings (1,330*l*) is about the same; in Australia (1,085*l*) it is lower; and in Canada (790*l*) is still less. But in the United Kingdom it is more than double, being 3,800*l.* In the United Kingdom 18,000 miles of railway earn 69 millions sterling annually; in the United States 100,000 miles of railway earn only 136 millions. The general maximum speed of trains in the United Kingdom and the total mileage run by express trains are considerably greater than in any other country.

It has been computed, by adding together the number of passengers and of tons carried, that 46 per cent of the railway traffic of the world is done by the railways of the British Empire. In abatement of this, however, it should be added that the distances run in the United Kingdom are less than on the Continent of Europe, and still less than in the United States.

Regarding electric telegraphs on land there are 86,000 miles in the British Empire, or nearly one-fifth of the sum total for the world. It is remarkable that the telegraphs in Australia—26,000 miles—are exactly equal to those in the United Kingdom. But in illustration of the difference between an old and a new country there are 31 millions of messages yearly in the United Kingdom, and only 5 millions in Australia. In other words, the telegraph does six times as much in the old country as in the new. Similarly in the United States the length of telegraph—124,000 miles—is amazing, but the messages are only 34 millions, just in excess of those in the United Kingdom. In other words, the work is more than four times as heavy in the United Kingdom in comparison with the United States. Besides the land telegraphs, there are submarine cables in the world, with the surprising length of 105,000 miles. Of these the greater part belong to the British Empire.

In regard to canals of navigation, there are about 6,000 miles in the British Empire. The significance of this will be appreciated by recollecting that for the world the total length is set down at 23,000 miles. Thus one-fourth out of the world's total is British. But in these figures there are not included the channels of irrigation in India, of which the length exceeds 20,000 miles. Of this length one fourth consists of canals remarkable for their size.

After this review of material power, we may summarise the public debt of the British Empire. In this the first item is the regular debt of the Government, amounting to 769 millions sterling for the United Kingdom, and 293 millions for India and the Colonies, in all 1,062 millions. The amount seems enormous, but, happily, we may doubt whether it is excessive for so great an Empire as the British. This amount is equal to five times what we have seen to be the annual revenue and receipts. It is computed to represent only 9 per cent. of the capital wealth of the empire.

The interest payable on it amounts to 41 millions, or 20 per cent. on the income of the Government. If the income of the population of the Empire be taken into account, and it can hardly be computed at less than 1,700 millions sterling, then this interest on the debt will represent only a minute fraction.

Besides this debt of the Government there are the local and municipal debts, contracted for the sake of material improvement. These debts amount to 153 millions for the United Kingdom, and certain amounts for India, which may bring up the total to 160 millions. To this should be added 90 millions raised on a Government guarantee for some of the railways in India.

Thus we reach a total of 1,312 millions sterling for the public debt, Government and Municipal, for the British Empire.

A part of the Government debt raised in India is for State railways and canals; this part amounts to 40 millions sterling.

But in these figures there are not included the 187 millions sterling raised by companies for railways in the United Kingdom.

The subject of crime cannot be treated completely in this summary, but it may be stated that in the empire 675,000 persons are annually convicted of crime, of which number more than nineteen-twentieths pertain to India. This number amounts to two in a thousand of the total population, which represents a moderate proportion.

The total number of persons in the prisons is about 145,000, of which 31,000 belong to the United Kingdom and 103,000 to India. In the former the number represents less than one in a thousand of the population, and in the latter only one in two thousand.

In the United Kingdom it is remarkable that within the last fifteen years, that is between 1868 and 1882, the annual number of convictions in England fell from 15,033 to 11,699, and in Scotland from 2,490 to 1,944, notwithstanding the increase in population, indicating a satisfactory decrease in crime. The number of crimes reported approximates to that of convictions.

Two cognate matters must be mentioned in illustration of the condition of the people, namely, emigration and pauperism.

During the last half century 8½ millions of persons have emigrated from the United Kingdom, representing from 5 to 7 per cent. of the population. Out of this number 3 millions went to the Colonies, and 5½ millions to the United States. But this does not represent the total of arrivals in the Colonies, for during this time 650,000 went there from the Continent of Europe.

There has also been a considerable emigration from India within the last ten years, 190,000 natives having left their country to found new Indias in the tropical regions of the British Empire.

In older countries like the United Kingdom, pauperism is an evil and a sorrow from which younger communities are as yet exempt, and which has never existed in the East. In India there is no poor law, and there are none who come under the technical designation of paupers; the destitute and infirm in that country are relieved by private charity without State intervention. Moreover, the unprecedented measures of relief undertaken by the Government during the recent famines have not at all pauperised the population. Nevertheless, the number of paupers under relief in the United Kingdom must be stated at one million, or rather less than one-thirtieth part of the population. The cost of their maintenance amounts to 10 millions sterling annually, and this notwithstanding the extensive emigration which has just been summarised. But during the last generation the number has fallen from 1½ million to 1 million, while the expenditure has risen from 7 to 10 millions. Still, owing to increase of wealth, the burden is computed to have fallen from three pence to two pence in the pound of the national income.

I shall conclude this statistical summary by adverting to a group of subjects into which moral considerations largely enter, namely, thrift and education.

The savings banks in the British Empire have 90 millions sterling of deposits and about 5½ millions of depositors, of which numbers eight-tenths are in the United Kingdom, and the remainder in India and the Colonies. The amount of 80 millions for the United Kingdom compares moderately well with the total amount for the Continent of Europe, namely, 338 millions, but unfavourably with Germany and with some thrifty little nations like Switzerland or Scandinavia. The comparison is still more unfavorable in respect to the United States, where the savings have risen to the noble sum of 202 millions. On the other hand, the development in the British Empire of friendly societies (including provident building and registered societies) has been wonderful. The registered societies in the United Kingdom are 18,200 in number, have 5,800,000 members, and 56 millions sterling of funds. There are also many unregistered societies, of which the statistics are unknown; the addition of these would, it is believed, bring up the total to 7 millions of members, or one-fifth of the population. In Australia there are 880 such societies, with 55,000 members, and nearly a million sterling of funds. In Canada there are 400 societies with 80,000 members, and more than 5 millions sterling of funds. The average of funds per member is 9*l.* in the United Kingdom and 13*l.* in Australia, but in Canada it is very high, being 63*l.*

The amount of life insurance, 423 millions sterling of policies in the United Kingdom, exceeds that of any other country, but hardly exists at all in India. But of fire insurance, the amount in the United Kingdom is not remarkable.

The charitable expenditure in the British Empire can hardly be stated in full, but it is enormous. In the United Kingdom it amounts to more than 10 millions sterling annually, the income equalling this honorable sum. Of this income, about one-fourth is derived from endowments consisting of real and personal property.

The number of indoor patients (irrespective of those who receive outdoor relief) in the charitable hospitals of the Empire is not less than 450,000, of whom 145,000 belong to the United Kingdom, and 270,000 to India. This number is not remarkable in comparison with other nations. The fact is that in the United Kingdom the poor-law organization provides for many who would otherwise be in the hospital.

In regard to the Post Office, the letters posted annually in the world are returned at 5,200 millions; of this total there are 1,500 millions, or 34 per cent., in the British Empire. This is a smaller proportion than might be expected, the cause being that letter-writing is still in its infancy in India. But in the United Kingdom the average of letters per inhabitant is greater than in any other country.

Respecting education, there are 5,250,000 pupils at schools in the United Kingdom, 860,000 in Canada, 611,000 in Australia, and 2,200,000 in India, making up a total of 8,921,000 pupils in the British Empire. The number, though large absolutely, appears very small for so vast a population. The fact is, that in India, although education has made a remarkable progress within the last generation yet the lee-way to be made up was enormous, owing to the neglect of many centuries, and many children of a school-going age still remain out of school. The number in the United Kingdom compares moderately well with the Continent of Europe, but unfavorably with some of the lesser kingdoms, where the progress is most satisfactory. But the comparison attains special interest when made with the United States, where a truly noble progress is exhibited, and where the number of pupils reaches to 10 millions, the annual expenditure being 17 millions sterling. Doubtless the returns in the United States are more complete for the higher branches of education than in the United Kingdom, but that would not make any considerable difference in the comparison of such high figures as these. Thus the extraordinary fact remians, that in respect of educational statistics the United States are numerically in advance of even the British Empire.

The religious missions to non-Christian nationalities constitute a bright feature in the British Empire. The statistics of the Roman Catholic missions are not fully known, but their operations are very considerable. The income of the various Protestant missionary societies is hardly less than three-quarters of a million sterling annually, and the number of European ordained missionaries maintained by them is about 900. This is exclusive of a considerable number of reverend missionaries employed within the British Empire by societies in the United States. The number of native Christians under their care, together with children at school, cannot be less than a million.

In conclusion, the statistical summary under the three heads, the area of the empire, the inhabitants, and their works, has been presented. From it the following inferences are to be drawn regarding the British Empire:—

The area of the British Empire is enormous, amounting to at least 8½ millions, perhaps even to 10 millions of square miles, or nearly one-fifth of the habitable globe. The lesser part only is cultivated or occupied, some portion been uncultivable, but the cultivatible portion ready for cultivation or occupation is vast enough to support an indefinite increase of population.

The great length of coast line, mostly inhabited by a seafaring population, and dotted from point to point with large harbours, offers maritime advantages in an unequalled degree.

The population of the Empire, amounting to 305, perhaps to 315, millions of souls, is vast. Still the imperial area is on the whole but sparsely populated, with an average of only thirty-three persons to the square mile, notwithstanding the mighty aggregate of the people, as the population is most unequally distributed, being extremely dense in some regions.

The lesser proportion of the population belong to the Caucasian fair, dominant, and Christan race, the majority consists of the coloured Aryan Asiatic race, professing the Hindu and Muhammadan religions The proportion of the Mongolian Buddhist race and of the aboriginal races is small; while the entire Hindu people, and half the Muhammadan world, are under the British crown.

Although in the United Kingdom the population is largely urban, still in the Empire, as a whole, it is chiefly rural.

The total of yearly revenue and receipts, Governmental and local, amounting to 264 millions sterling, is unequalled, but falls at the moderate rate of £1½ sterling per head of the total of British subjects.

Of the total sum collected by authority from the people, one-fourth is for local purposes, immediately concerning the rate-payers; three-fourths being for Governmental purposes.

Of the Governmental taxation one-fourth only is direct, such as land and property taxes; and three-fourths indirect, such as customs and excise, which grow by natural increment; but the local taxation is for the most part direct.

The armed forces, by sea and land, though numerically large, show a very moderate ratio to the area and population; the section of the people absorbed in military employ being extremely small, and the military expenditure, compared with the imperial revenue, being the cheapest in the world, with the exception of the United States.

The total of armed forces on land, nearly a million of men, is apparently great, though its unity and organization are not complete. But the proportion (more than two-thirds of the whole), belonging to the fair or European races, is satisfactory.

By sea the number of iron-clad war-vessels ready for action indicates a degree of naval preparedness hardly to be matched by foreign nations.

The total police force of all kinds is very moderate, indicating a peaceful and law-abiding disposition in the people.

The mercantile marine has nearly half of the steam tonnage, of the carrying power, of the port entries, and of the freight earnings of all the nations together and two-thirds of the shipbuilding.

While the ocean-borne commerce of the United Kingdom is maintained at its maximum, that of India, though large, is relatively low, while that of the Colonies is amazingly high.

About one-third of the world's commerce is contained within the British Empire.

The average of ocean-borne commerce per inhabitant in the United Kingdom is considerably higher than in any other large State of the world, but is exceeded by the average of the busy little kingdoms of Belgium and Holland.

About one-third of the banking business of the world is done within the British Empire, justifying the claim of London to be the first of all banking centres.

The average of annual earnings per inhabitant in the United Kingdom is approached by that of its offspring in America, but is more than double that on the continent of Europe.

In wealth, consisting of land and cattle, railways and public works, houses and furniture, shipping, merchandise, bullion and sundries, the British Empire is the wealthiest State on earth, but its preponderence in this respect is not nearly so great as might be expected from the number of its population, because the wealth of India is relatively small.

The ratio of earnings on capital in the United Kingdom equals that of the United States, and exceeds that of the Continent of Europe. But it is surpassed by the ratio of Canada and Australia.

Respecting the aggregate of national industries—agriculture, commerce, banking, manufactures, mining—taken in combination, the United Kingdom is beginning to fall behind the United States, though the British Empire, on the whole, preserves the first place, but despite desparity of population the mother land still achieves nearly as much as its gigantic offspring, and the energetic genius of the progeny still survives in the parent.

The mileage of railways, on the whole, is not remarkable, being apparently small. But the work done by the railways is exceedingly great, far surpassing relatively that shown by any other nation, and the speed of the trains is generally greater.

The length and size of canals for navigation and for irrigation are unsurpassed.

The decrease of crime and of pauperism is satisfactory in the United Kingdom, while pauperism hardly exists in the other dominions of the Empire, and the charitable funds raised in the United Kingdom is enormous.

The number of patients in the hospitals, though large, is not remarkable relatively to the size of the Empire.

Regarding thrift, the growth of the savings bank is but moderately great, being less than in some small European States, like Switzerland and Scandinavia, and much less than in the United States; but the development of Friendly and Provident Societies, and of life insurance, is probably greater than in any other nation.

The sum total of education is not great relatively to the Empire at large, mainly because India has much way to make up, the proportion there being behind that of the United States; but the result of the Post Office and the electric telegraph indicate an unequalled activity.

The efforts made in the United Kingdom for the support of religious missions to non-Christian nationalities are honorably sustained.

The Annexation of Jamaica.

The Halifax correspondent of the Montreal *Witness* says,—"The Jamaica question is now the foremost issue of the day and all over the Province is being discussed with a great deal of animation. In Halifax especially, where the importance of any step towards annexation is apparent from the fact that our West India trade has always been the backbone of our commercial success, the subject has received as much, if not more attention than in any part of Canada. And our extensive trade with the West Indian Archipelago enables our merchants and business men to form an excellent opinion of the merits or demerits of this latest confederation scheme. While not wishing to be selfish it is only natural that Nova Scotia should look first to the conservation of her own interests. And from this standpoint it must be admitted that the plan cannot be favorably entertained.

At the first blush our merchants regarded the idea as rather a good one. On mature consideration, however, it has been almost universally decided that whatever few advantages would be gained by receiving Jamaica into the confederation would be more than offset by the undesirable effect of such a union. And the same ideas have become pretty well established from a Dominion point of view. The fruits of Confederation have been too bitter to the average Nova Scotian to cause him to look with complacency upon such a scheme. The bonds that chain us to the Canadian Confederation have been forged at too great a sacrifice to cause any like experiments to be happily entertained. Doubtless the circumstances surrounding the two cases are greatly diverse. In the event of Jamaica joining us there are no two ways about who would reap the greater benefits. The almost incalculable advantages this island would receive from the transaction would not be enjoyed by the Dominion. Plainly, the benefit would be all on one side, and wholly identified with the newly admitted province.

The case of Nova Scotia was entirely different. In the first place, we have not knocked at the door of the Dominion for admission into her councils. We were coerced; unwilling parties to a scheme that from the beginning boded no good to our commercial interests. But here, again, the Dominion, or rather the upper provinces, have reaped innumerable gains by the compact. It must now be conceded on all hands, by unionists and anti-unionists alike, that the prize won so easily by Upper Canada has to it been a perfect god-send, while we have received no corresponding advantage. What has been the life of one has been poison to the other. But these things are now trite. Who does not know, and who will not acknowledge them? How, then, can it be expected that in Nova Scotia the feeling would be other than one of disgust at the project now receiving so much attention, not only from the Canadian but from the American and English press as well, when we ourselves have so unutterably suffered from the same thing? What Canada gained by dragging Nova Scotia into the confederation she would certainly lose by annexing Jamaica. Our West India merchants do not want it, and the great bulk of our people are against the whole scheme. Only a handful of the cat's-paws of Sir John, who are at all times willing to sacrifice their country for party gain, are endeavoring to work up a boom in favor of it. Is this any recommendation of the soundness of the scheme?

Scott's Emulsion of Pure Cod Liver Oil, with Hypophosphites, in Consumption and Scrofula.

Dr. J. R. Burton, of Val